



VOLUME VI—No. 2

TRENTON, NEW JERSEY

OCTOBER, 1947

OPENING ROUTES 44 AND 45 AT WESTVILLE



Francis A. Stanger cutting the ribbon opening Routes 44 and 45 at Westville in Gloucester County on September 17. Mr. Stanger was a Cumberland County delegate to the New Jersey State Constitutional Convention. Others from the left are: Edward W. Kilpatrick, assistant state highway engineer; Mayor Theodore E. Brown of Westville; Commissioner Miller; State Senator Harold W. Hanold of Gloucester County; State Senator Elmer H. Wene of Cumberland County; and Arthur R. Gemberling, Salem County delegate to Constitutional Convention.

Bowling League Reorganizes After Two Teams Drop

Eight Teams Will Comprise New Loop

The inability to get teams together once a week has caused Administration and Fernwood Offices to withdraw from the State Highway Bowling League.

This action necessitated the reorganizing of the league on an eight-team basis the same as last year. Those who faced the starting line for the second time are: White Line, Fernwood GT's, Machine Shop, Electrical, Inspection, Equipment, Maintenance Painters, and Guards.

The league will now run for 28 weeks and then engage in a final playoff between the teams finishing in the first four positions to decide the eventual championship.

Following the first week's competition, Machine Shop and Painters lead the parade with three winning games and no losses, followed by the GT's and Equipment with a two and one record. White Line is next with one win and two more lost, column, while the Guards and Electrical at present trail with an 0 and 3 average.

The bowling news reaches THE HIGHWAY through George Engenach's reporting.

Truck Plunges Through Bridge Balustrade

Some people are just plain lucky. On Saturday evening, October 4th, a truck driven by James Keating, 19, of Asbury Park, crashed through the balustrade on the Route 34 bridge over the Manasquan River near Brielle. In the cab with Keating at the time was Fred Harper.

As the truck hurtled through the air toward the dark waters below, it turned over so that it landed upside down and came to rest with only its wheels visible.

Bridge operator Walter Holtgren, seeing the truck disappear over the side of the bridge, ran

(Continued on Page 3)

Ireton Nominated For Presidency of Ten Year Club

Election of Officers Will Feature Annual Dinner on November 3

The nominating committee of the Ten Year Club, under the chairmanship of Earl L. Storer, recently submitted a full slate of officers which will be voted upon at the annual dinner of the organization on November 3.

Heading the list of nominees is Flavin A. Ireton for president. Ireton served as 1st vice-president during the present year. Other nominations include Kenneth B. Craft, 1st vice-president; Clyde W. Case, 2nd vice-president; and John Rochford, Russell Cook, James Malloy, and Edward McCarell for 3rd vice-president.

The committee's nominations for other offices are: secretary, Edward Drake; assistant secretary, Russell Johnson; financial secretary, Thomas Russo; treasurer, Arthur J. Egan.

In addition to Storer, the nominations committee is composed of O. H. Lozier, J. H. Carpenter, John Patrick, Joseph Hunt, Lawrence Gore, Norman Lister, and George Cubberly.

Bridge Operator Survives House Wrecking Accident

Patrick Grimley, operator on the Victory Bridge over the Raritan River, had a close call at 1:00 a. m. on October 3rd when the operator's house in which he was sitting was demolished by an automobile.

The accident resulted from a sideswipe involving cars driven by Carmen Perno of Keyport and James Lynch of Sayreville. Upon colliding with the other car, the vehicle operated by Perno crashed into the operator's house, driving most of it into the river. By some miracle, Grimley managed

(Continued on Page 2)

Everyman's Charter

The new Constitution for New Jersey which was drafted by the democratically elected delegates to the Constitutional Convention which met at Rutgers University in New Brunswick this last summer is "Everyman's Charter." It protects the civil rights of every citizen as in the past and extends protection to those who were not included under the Constitution of 1844; it provides a better defined legislative power, a stronger and more responsible executive department, a simplified and unified Court system, a sounder basis for taxation and a more flexible amending provision. In a word, it sets up a new framework of government for the welfare of all.

But this new Constitution represents as well an accomplishment of far-reaching historical importance. For the first time in 171 years a constitution designed for all the people, drafted by representatives of all the people, will be submitted to all the people for their approval or rejection. The first Constitution of 1776 was drafted in four days at Burlington, New Jersey, while the British fleet lay off Sandy Hook, but was never submitted to the people for ratification. The second Constitution of 1844 was drafted in six weeks at Trenton and ratified by 20,276 white male voters with 3,526 opposed out of a total of 90,000. Women were not enfranchised then, Negroes were still slaves and property qualifications still deprived many voters of the right of suffrage.

In contrast, the Constitutional Convention of 1947, composed of 81 delegates, including eight women, one Negro, and a representative cross-section of leaders of the State, composed of college presidents, members of the bench and bar, legislators, public administrators and outstanding citizens, devoted three months to revising and drafting a new constitution. It was composed of Republicans, Democrats, Independents who met and acted not as partisans but as citizens charged with a mandate from all the people. The delegates having performed their historic function, the Charter is now presented to all the people for their acceptance or rejection in November.

The new Constitution is 10,500 words long, some 4,000 words longer than the Charter of 1844; but it is still the third shortest state constitution among all the 48 states. In draftsmanship and organization it is by common consent a great improvement over the Charter of 1844.

One of the significant provisions of the new Constitution is the new section in the legislative article dealing with the acquisition of private property for any public highway, parkway or airport. The clause reads as follows:

"Any agency or political subdivision of the State or any agency of a political subdivision thereof, which may be empowered to take or otherwise acquire private property for any public highway, parkway, airport, place, improvement, or use, may be authorized by law to take or otherwise acquire a fee simple absolute or any lesser interest, and may be authorized by law to take or otherwise acquire a fee simple absolute in, easements upon, or the benefit of restrictions upon, abutting property to preserve and protect the public highway, parkway, airport, place, improvement, or use; but such taking shall be with just compensation."

This is but one of many provisions incorporated in the new Constitution which make it a modern charter for our growing State.

But what is more important to remember is that this is the first time in 103 years that our State Constitution has been thoroughly revised and modernized. Upon every citizen of the State, whether he be a private citizen or in the public service, there devolves the duty not only to study this new document but to discuss it with his friends and associates and be prepared in November of this year to vote intelligently upon it. Copies of the new Constitution can be secured from the office of the Secretary of State in Trenton.

The question for the people to decide is whether or not the new Charter will provide a better framework of government for the State than the Charter of 1844. Each man and woman in the State must answer that question for himself or herself on the basis of his own study and in the light of his own conscience. A Charter for Everyman must be voted upon by everyman.

SPENCER MILLER, Jr., State Highway Commissioner

New Jersey Plays Leading Part in Highway Meeting

Expressway Tour, Exhibit And Committee Assignments Highlight N. J. Participation

The New Jersey State Highway Department was well represented at the recent American Association of State Highway Officials' convention held at the Waldorf Astoria on September 22 to 26.

Commissioner Miller, besides being the vice-president of the first region, was a member of the general committee for the 33rd annual meeting. Edward W. Kilpatrick served as a member of the entertainment committee and Frank Reddan on the publicity committee. The commissioner also was a member of the reception committee at the Waldorf.

State Highway Engineer Charles M. Noble presided over a committee meeting on Public Utility Installations and Controlled Access Highways, while Harold W. Giffin sat as a member of the committee on Planning and Design Policies.

On Thursday, September 25, Commissioner Miller presided over a panel discussion in the general session on the subject of Highway Department Public Relations, and on the previous day sat as chairman of the committee on Public Relations and Publicity. At the latter meeting Mr. Reddan spoke on New Jersey Highway Department publicity.

The Highway Department exhibit, "New Jersey Plans for the Future," showing models of Route 100 Freeway and the proposed interchange for Route 100, Route 25, and the Pulaski Skyway, as well as cross sections of both the parkway and freeway, received much favorable comment. The exhibit was constructed by Theodore Spawn, assisted by Malcolm F. Wandling.

One of the features of the convention was a tour over expressways in New Jersey's metropolitan area. This tour, the details of which were arranged by Vincent Lanigan, included the depressed expressway in Jersey City, the Pulaski Skyway, the dual-dual modernization of Route 25, the Lincoln Tunnel Approaches, and the George Washington Bridge Approaches. The popularity of this feature is attested by the fact that nearly 500 people took the tour in 12 chartered vehicles.

'Criminal Detection' Subject of Engineers' Program

"Scientific Aids to Criminal Detection" will be the subject of the November 10th program of the Engineers' Association of the State Highway Department. The speaker on this occasion will be Sgt. Joseph J. Orzechowski of the New Jersey State Police.

Sgt. Skee, as he is called, is an instructor at the State Police School at Wilburtha and has been in on the ground floor of many of New Jersey's most famous criminal cases. He describes vividly how these criminals have been run down and brought to justice.

Association president Oliver Dell anticipates a far larger turnout than last month as a result of the enthusiasm of those who heard the fine lecture on television given by Dr. Hoyler. The meeting will convene at 8:00 p. m. in the Board Room of the State House Annex.

THE HIGHWAY

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In the interests of its employees

W. CARMAN DAVIS, Editor

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Veteran Employees To Be Honored At Ten Year Annual Dinner

The following men have been certified by the service awards committee to receive service em-

25-Year Awards

Ayars, R. S.	M 1922	Armstrong, B. F.	C 1927
Black, I. M.	A 1922	Baldresky, Morris	RE 1924
Brennan, Chas.	A 1922	Bellis, W. R.	C 1927
Brower, M. P.	C 1922	Berbrick, F. W.	C 1927
Campbell, I. E.	C 1922	Bottcher, A. F.	P 1927
Compton, Frank	E 1922	Brendel, Ernest	M 1927
Conner, G. H.	C 1922	Buis, Thos. A.	E 1927
Craft, K. B.	M 1922	Crea, A. M.	C 1927
Cudney, H. E., Jr.	P 1917	Day, Frank	M 1927
Curran, J. M.	C 1922	Dittig, Vernon E.	C 1925
Cartlidge, L. J.	L 1921	Ehrenfield, H. W.	C 1927
Decker, A. J.	L 1922	Ely, Kenneth C.	M 1927
Devereaux, W. C.	B 1919	Hampton, Wm. J.	C 1923
Ely, A. C.	C 1922	Hudnut, W. J.	C 1927
Fallon, J. E.	L 1922	Jacobs, J. R.	E 1927
Fischetti, Alex	M 1922	Johnson, E. T.	E 1927
Gaven, F. J.	P 1922	Kinney, H. T.	C 1927
Gerecke, J. H.	C 1922	Koefler, J. J.	B 1927
Goodkind, M. H.	B 1922	Leadem, J. J.	E 1927
Horner, N. C.	M 1922	Leto, Vincenzo	M 1927
Kays, W. A.	C 1922	Levins, Chas.	M 1926
Koops, H. F.	C 1922	Madden, J. T.	C 1927
Kreps, Robert	E 1922	Mitzen, G.	EL 1927
Kucker, C. E.	L 1922	Rebeck, V. J.	RE 1927
Lee, A. E.	B 1922	Reilly, L. P.	L 1927
Lefferson, H. W.	B 1922	Rice, R. R.	C 1927
Lesak, Mike	E 1922	Rodman, D. B.	E 1927
McKenna, M. A.	M 1922	Schatzman, F. D.	RE 1926
Radus, M.	C 1922	Schreiber, J. K.	L 1919
McDonough, J. A.	L 1922	Sherbaum, E. R.	A 1927
Reins, Wm.	C 1922	Sideris, C. H., Jr.	C 1927
Sanwald, N. B.	C 1922	Slemmer, C. W.	C 1926
Scales, C.	E 1922	Somers, C. M.	C 1927
Schroeder, F.	L 1922	Stewart, T. W.	RE 1927
Shoemaker, F.	C 1922	Vanaman, A. J.	E 1927
Smith, Jos. J.	M 1922	Washlak, J.	M 1927
Snedaker, F. G.	C 1922	Weatherby, R. C.	C 1927
Stellwag, F. P.	M 1922		
Thiel, J.	E 1922		
Vanderhoof, C. E.	C 1922		
Voorhees, W. H.	C 1922		
Wheeler, G. C.	A 1922		
Youmans, E. F.	M 1922		

20-Year Awards

Armstrong, B. F.	C 1927
Baldresky, Morris	RE 1924
Bellis, W. R.	C 1927
Berbrick, F. W.	C 1927
Bottcher, A. F.	P 1927
Brendel, Ernest	M 1927
Buis, Thos. A.	E 1927
Crea, A. M.	C 1927
Day, Frank	M 1927
Dittig, Vernon E.	C 1925
Ehrenfield, H. W.	C 1927
Ely, Kenneth C.	M 1927
Hampton, Wm. J.	C 1923
Hudnut, W. J.	C 1927
Jacobs, J. R.	E 1927
Johnson, E. T.	E 1927
Kinney, H. T.	C 1927
Koefler, J. J.	B 1927
Leadem, J. J.	E 1927
Leto, Vincenzo	M 1927
Levins, Chas.	M 1926
Madden, J. T.	C 1927
Mitzen, G.	EL 1927
Rebeck, V. J.	RE 1927
Reilly, L. P.	L 1927
Rice, R. R.	C 1927
Rodman, D. B.	E 1927
Schatzman, F. D.	RE 1926
Schreiber, J. K.	L 1919
Sherbaum, E. R.	A 1927
Sideris, C. H., Jr.	C 1927
Slemmer, C. W.	C 1926
Somers, C. M.	C 1927
Stewart, T. W.	RE 1927
Vanaman, A. J.	E 1927
Washlak, J.	M 1927
Weatherby, R. C.	C 1927



This is the State Highway exhibit that appeared at A.A.S.H.O. Conference in New York. It is now on display in the Commission Room at the State House Annex. The exhibit features three models, one of which is the proposed interchange between Routes 25, 100, and the Pulaski Skyway near Newark. Cross sections of the Parkway and Freeway are shown along with a map of legislated routes of this type.

Additional Awards for Suggestion Box

Ward to Report for Administration Division

After serving as a member of THE HIGHWAY staff for over four years, Arthur Egan has been forced to relinquish his reportorial duties because of the pressure of departmental work. His column, Administration Division, will in the future be handled by William A. Ward.

In taking over the duties so capably handled by his predecessor, Bill has a big job on his hands. But with a little co-operation from members of the division, he is sure that he can get the news across. Let's give him a hand.

Several of the men in the Pleasantville office have been making improvements or alterations in their homes. Among them are Ed Evans of Tuckahoe, Max Seckendorff of Cardiff, and Gene Gillette of Vineland.

There is a rumor that Buzby is to give some of his men keys to the front door of the office. George Patton has been bearing down with unusual zeal lately, and probably will earn one.

Maximilian G. Seckendorff now has his lunch box labeled so that no one else will get it by mistake. On one end is the notation, "Max 1,000,000"; the other end is labeled "2nd Dorff." Max doesn't claim credit for this labeling, however. All we know is that

SURVEY and PLANS

FRED C. CLAUS

LEWIS STREET OFFICE

Joe Cunningham

when Cliff Somers asked him what his middle name was, he said, "I'm not telling."

UPPER MONTCLAIR

Frank J. Spagnola

Happy to report that our "baby-parade" continues and now totals nine:

No. 8 arrived at the home of C. H. Fredricks on September 21. It is their first—a boy.

No. 9 joined the Coupe family on September 25. Now they have a boy—their other child is a big 3 year old girl.

James T. Schulster, senior Highway engineer, resigned from the Department on October 15. Jim was with the Department for 17 years. He left to accept a position with the Standard Oil Co. of New Jersey. His many friends wish him well.

Resident Highway Engineer Radus returned to the Construction Division on October 1. We understand that he is to handle the Route 3 Secaucus Bypass when it goes into construction in the near future. Be seeing you, Morry.

Resident Highway Engineer Marino's survey crew of Amento, Waugh, Jr., Pappaceno, and Barberis completed the final field measurements of the Rt. 23, Sec. 15, High Point Park project. Marino now has them with DiGiacomo on the Rt. 6, Sec. 22-A paving job, taking as-builts, cleaning up final measurements and details.

Resident Highway Engineer Neville is a busy man these days as he generalizes the survey activities of his two parties, Kunzler and Demarest, his aides, are more than a little help, as the construction of the Rt. S-3 grading project, from Clifton to Rutherford, continues in full swing.

Weas, our amiable friend, was overheard trying to sell a bit of car-insurance protection. If it's for theft, we don't want it; sometimes a guy would be better off if someone would steal his jalopy.

F. W. Berberick . . . October 10 marked his 20th year with the Department. Congratulations, Frank. Now that you know your job is fairly steady, you might get married.

Eng. Aide Urbach is a good man on cross-sections. Kettlewood is very happy about that, using him often.

Bit of chit-chat: Stivali — lend me your knife; Matthews, Simpson, J. Lincoln — how's your cold? Weiss — got a pipe-cleaner? Sanwald — bet you like riding "in class," in that snappy '36 Olds.

Except in season: Come Halloween and so gruesome a Queen will sail the trail on her magic ride; And her broom-silhouette on the light of the moon, Will hail the tale of the Devil's Bride.

As a finale—has anyone heard a rumor?

WOODLYNNE

Bill Hurley

Harry Marvin has been definitely barred from participating in any more baseball pools, after having won three out of seven games of the World Series contest.

Tom Pierce is now a bona fide taxpayer, having moved into his new home in Oskynlyne on Saturday, October 4.

Jack Ayres' doctor has ordered him to stop smoking and Jack simply stopped buying. However, as far as the boys in this office are concerned, he has stopped smoking also.

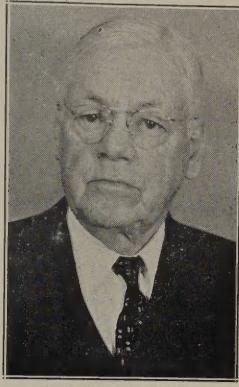
Bob Mountford has closed his summer cottage at Stone Harbor for the season.

John Gerecke now concedes there is a slight shortage in building materials and that it is delaying the construction of his new home.

The next time you are in this area, stop in Jack Williams' of-

Clinton S. Bissell

Ward has been received of the death of Clinton S. Bissell on October 2 at his home in Great Neck, L. I. Mr. Bissell, who for nearly 25 years was one of the State Highway Department's outstanding bridge designers, died following a lengthy illness. He had retired in April, 1943.



"Skipper," as he was known to his many friends, had a long and interesting career as an engineer. After early employment with the old Cramps Shipyards in Philadelphia, he became associated with the Pennsylvania Railroad and remained with that company for over 25 years before coming to the Highway Department in 1921. He was in charge of the famous Hell Gate Bridge.

While with the Highway Department he was responsible for many fine structural designs, perhaps the most important being the College Bridge over the Raritan River. Throughout his life Mr. Bissell loved boats and navigation and his fondness for the intricacies of the latter led him to publish a book entitled, "Navigation by Compass." Later he contributed a work called the "Chart of Spheres," which provided a graphical solution of spherical triangles as applied to navigation. Upon his retirement the Hydrographer of the Navy Department commended upon its ingenuity.

Mr. Bissell is survived by his widow, Mrs. Josephine Bissell, to whom we send deepest sympathies on behalf of his host of friends throughout the Department.

TEN YEAR CLUB ANNUAL DINNER

Mon., Nov. 3rd

fice and ask Ethel Weiss to call over the floor show of mice she has as a special treat for visitors.

CRANFORD

James V. Hyde

Pete Jensen, Sy Berger and Morris McCabe have taken fall vacations. Sy and Morris are currently sojourning in the mountains of Pennsylvania, while Pete has just returned from a motor trip through the Smoky Mountains.

Emil Handzel, currently an engineering student at State Teachers College (Paterson), is now making the four times a week trek to Paterson in Charlie "Van's" Wyckoff Express.

Kyle Totten, who has been seriously ill, is much improved and has now returned home from the Mercer Hospital, Trenton, where he has been confined since early in July.

Jim Roper, after seeing the "Phizzi Kids" article which was published in a recent copy of Life Magazine, became interested in the idea and we hear that Jim has succeeded in crossing a kiddie car with a bottle of seltzer and produced a miniature rocket car.

George Mendez has resigned and is now working for a Trenton concern.

We deeply sympathize with Bob Rice whose father recently passed away after an extended illness.

Your M. C.
presents—

THE LADIES...

Bless Them



Of our Highway Glamour Gal—Yesterday we need give you no hints, have one . . . if you know the Highway Department you know her!

Not many girls would say "no" to a Principal certification . . . unless they had good reason. Mary Mangine said "no" and had the best of reasons . . . Joseph Andrew, by name . . . weight, 7 lbs. 3 oz. Congratulations . . . Mr. and Mrs. Mangine!

As they leave, the girls are not forgotten, nor do they forget. Madge Kiernan came "a visitin'" and brought baby Sharon along to see the gals.

Which brings us to our usual quota of "leaves" . . . and the realization that our Highway stock needs replenishing . . . This time Mary Richter dons no Navy Blues to leave us temporarily, but boarded a train instead for that mecca of all the travel-minded . . . California. Mary expects to make her home there in the sunny land. Good luck, Mary!

A new version of an old theme . . . Delores Mata, who was with the Real Estate Division this past summer, was bid a fond farewell with best wishes at the home of Bertha Cunningham. Her co-workers, Josephine O'Hara, Agnes St. John, Jean Trexler, Ann Manion, Mary Cunningham and Bert presented Delores with "p.s." most fitting a college girl's wardrobe . . . for Delores left the Highway seeking higher forms of education at Temple University.

Dorothy Hunt, who recently underwent an emergency appendectomy, is recovering nicely and, on their visit to Mercer Hospital, her Highway friends found her in a wheelchair sipping orange juice very contentedly.

One . . . two . . . three . . . shifft . . . and Fanny Brenna, of the real Estate Division became an Administration Division employee, taking over the duties of secretary to Mr. E. W. Kilpatrick.

Your "M. C." extends sincerest sympathy to Mildred Friedman on the loss of her father, Mr. Edward Ford, who passed away September 9, 1947.

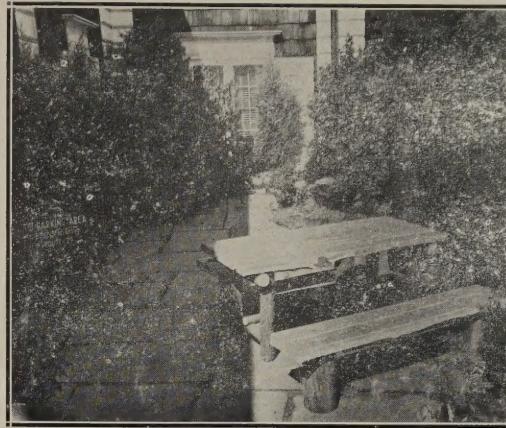
Our "Highway Glamour Gal—Yesterday" of last month's issue and our bride of the month are one and the same, by happy coincidence. Marilyn Siddall (as so many of you guessed), the wide-eyed little girl building make-believe castles with her blocks, has, in the past month, been engrossed in apartment furnishing and tussouane shopping, and come the 25th, she will take her marriage vows with Thomas Kinter at the Haddon Heights Presbyterian Church, making her dreams of yesterday a happy reality. Marilyn was fed up with a luncheon given at the Hotel Hildebrecht by her co-workers and presented with a Sunbeam iron and guest towels. Those present were: Helen Disbrow, Mary Cunningham, Ann O'Connor, Mildred Friedman, Mabel Beans, Myra Smith, Claire Lazconi, Evelyn Maley, Madeline Kiernan and Ann Ludwig.

By now . . .

Truck Plunges Through Bridge Balustrade

(Continued from Page 1) for a boat. Upon reaching the bank he was met by Keating and Harper who had swum ashore. They were taken to the Point Pleasant Hospital where it was found they were suffering only from minor cuts and bruises. Mr. Ripley, please take note.

ROADSIDE EXHIBIT



Actual setting of a roadside park and rest area as anticipated for the Blue Star Drive, Route 29, was the feature outdoor display at the annual State Garden Show at Upper Montclair. The exhibit was designed and erected under the direction of supervising Landscape Engineer Bob Green and Landscape Engineer Jules Trossbach, with living plant material collected by the various department district landscape crews throughout the State. Features included a woodland brook and rustic wooden tables and benches.

EQUIPMENT ITEMS

JAMES O'ROURKE

The stork paid a visit to the home of Mr. and Mrs. Dick Mulford on September 26, leaving a 7½-lb. baby girl named Joyce. Mother and baby are doing nicely and Dick will survive the ordeal also.

Ed Champion is home after having another operation performed at Mercer Hospital on September 17.

Jack McKeever has returned to work after a 2-week lay-off due to a splintered collar bone suffered in a fall from a truck.

Al Kaner is still on the very sick list at McKinley Hospital in Trenton.

Joe Mizsur is another one of Fernwood's boys who has undertaken the job of building himself a new home by the sweat of his own brow. It looks like a race between Joe and Jack Mountford who are building side by side in the White Horse section of Trenton.

Ben Hancor reports a very delightful sightseeing trip of two months across the continent and up into Alaska by boat. Many interesting places were visited and Ben speaks very highly of the Alaskan country.

It pays to advertise in THE HIGHWAY. In one of our previous issues we reported the loss of a set of teeth by Jack Washburn while swimming at Seaside. Jack recently received a call from a resident of Hamilton Square, near Trenton, saying he had caught a fish off Seaside and when cleaning it found the upper plate was was forwarding it to Jack. This proves that news gets around.

Harry Moore of Mantua, whose recently burned down, writes to say, "We wish to thank the Highway employees, Supervisor John Kelly and his boys, whose generous gifts and help are appreciated more than we can put in words."

Answer to September Problem

In order to get a 70% solution as required, it is necessary to remove 1½ quarts of the fluid from the radiator. This answer is arrived at arithmetically as follows:

Assume that the radiator is divided into 100 equal parts. If the original solution is 80% water and 20% alcohol, 80 of these parts are filled with water and 20 with alcohol. If final mixture is to contain 70% water and 30% alcohol, ten parts of water will have to be drawn off and replaced by ten parts of alcohol. Ten parts of 80 parts is 1/8.

Returning to the original capacity of 12 quarts, we find that 1/8 of 12 quarts is 1½ quarts.

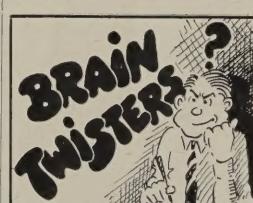


The State Highway Library has grown to the point where it's felt that you will be interested in receiving monthly reports on new books and periodicals which from time to time will be added to the increasing number of valuable references which are available to all Highway men and women. THE HIGHWAY, therefore, welcomes The Book Shelf, which will appear monthly under the by-line of Ernest Birch, department librarian.

At present the library has installed a "rotation service" of books and periodicals. This system entitles everyone to receive any item according to the order in which the request is received. Further information can be obtained by calling Mr. Birch on Extension 354 in Trenton.

The latest periodicals to appear on the library shelves are Modern Industry, a monthly release, and Landscape Architecture, which appears quarterly.

Some of the newer books obtained by the library include: Color in Sketching and Rendering, Arthur L. Guttill; American Miracle (the story of war construction around the world), Van Rensselaer Sill.



PROBLEM FOR OCTOBER

Two locomotives, 100 miles apart on a single track, start toward each other at a speed of 10 miles an hour. As they make their start, a pigeon leaves the front of locomotive No. 1 and flies toward locomotive No. 2 at a rate of 20 m.p.h. When he reaches No. 2 he turns and flies back at the same rate toward No. 1 and then turns and flies back again to No. 2. He continues in this manner, flying from locomotive to locomotive until he is crushed to death between the two as they meet. How far did he fly before meeting this cruel fate?

Bridge Operator Survives Accident

(Continued from Page 1) to hang on to a portion that remained intact and was fortunate in escaping with minor injuries. He was, however, rushed to the Perth Amboy General Hospital for examination. He was discharged the same day.

Administration Division

BILL WARD

The State Highway exhibit at the recent A.A.S.H.O. Conference, which is now on display in the board room of the Annex, is the work of Ted Spaw, assisted by Mac Wandler. The exhibit was constructed at Fernwood and while at the Waldorf attracted much favorable attention.

Frank Turkewitz commutes each day from Camden, via Philadelphia. Recently he rushed into the Philly station and boarded what he thought was his regular train. It turned out to be a special section with no Trenton stop. As a result, Frank went as far as Newark and returned at the expense of the P. R. R.

Charlie Walker of Clyde Case's staff played on the Rider College soccer team last year. At a recent game which Charlie attended he gave himself such a workout that he nearly ran on the field on several occasions . . . the old firehouse.

Bill Keeney, a veteran of two wars, has been sick for some time at his home in Ocean Gate. Visitors report, however, that he still retains his sense of humor.

Harold Palmer was host at a luncheon to his colleagues at McCullough's Inn. Those present were the Messrs. Howell, Card, Rice, Jamieson, Rodman, Dedeck, Cintia, and Allen. Harold is just a guy who likes to share good fortune with others.

Frank Reddan recently rang the bell with a publicity release regarding the Route 6 reflecting strips used for lane dividers. At last count clippings were coming in from all sections of the country extolling the farsightedness of State Highway designers.

NOTES: John Egan went to Canada on his vacation and on his return promptly enrolled in a course in Spanish . . . Frank Fierman is the father of a girl, Evelyn, born in September . . . A Highway team captained by Frank Dunn is entered in the Civil Service Bowling League this year . . .

ELECTRICAL FLASHES

D. J. HENDERSON

Welcome is extended to John E. Bingham, of Hainesport, who has just joined our Fernwood forces, and to "Dutch" Lieblich who has recuperated from a foot injury suffered on the job several weeks ago.

Favorite topic around the office is the noontime bridge game. The scores persuaded "C. Q. Anderson, Marion Forrester and Dorothy Hudak to attend the bridge class at Trenton's Leisure Hour School. These students are having a hard time keeping up with John Kilpatrick and Major Hayes, and the game is thoroughly enjoyed. It is rumored that an Electrical foursome will soon issue a challenge to their Highway co-workers.

John T. Krol, of our Fernwood forces, has decided to live happily ever after September 27, on which date he was married. Our very best wishes to the newlyweds.

Charlie Stecker, Electrical field assistant assigned to various construction jobs in North Jersey, is taking a well-earned vacation visiting his two sons who are studying at Purdue University.

Congratulations are being received by Edward Egan, attendant on the Hackensack River bridge, upon the birth of a bouncing baby boy.

Most of us are envious of Jim Henry, Electrical draftsman, as the result of delivery of his new automobile which was ordered 18 months ago.

Maintenance Notes

CHARLES J. DOHERTY

Phil Voss who recently returned from a trip through parts of New England, reports that there was some snow in some of the hilly country up there. This happened during that cold snap we had a few weeks ago. Phil says that it didn't get quite cold enough to use anti-freeze in the car, but that it was not a too gentle reminder of things to come.

We regret the passing of Foreman John Rankin, a member of Supervisor Bill Hunt's forces. John was a long-time member of this division, having been employed with us since 1921. He is survived by his wife and three children, to whom our deepest sympathies are extended.

Tony Kuhn spent a very pleasant week-end in the fair city of Washington, motoring there with some friends. He says that he enjoyed his short stay there very much, except that "Meatless Tuesday" is even more so in Washington. It would appear that they are trying to set a good example there for the rest of the country.

With an attitude of complete indifference, Charlie McGinnis may be seen most any day around the Maintenance Division offices wearing a new pair of large tortoise shell glasses. Somebody made the observation that on first glance it was pretty hard to recognize McGinnis, but that the glasses did lend a certain air of dignity and intelligence. Could be, that Mac is traveling incognito.

Gene Beckner, not having troubles enough, recently had to undergo a slight throat operation to overcome a thyroid condition. After a few days in the hospital, we are glad to report that this condition has been corrected. He is still out, however, recuperating from his other illness. It seems that troubles never come singly.

Among the bodies of our war dead, recently arrived on the West Coast from the Pacific, was that of William Bearce, son of Ollie Bearce. Bill had been in the Pacific Theatre and was stationed somewhere in the Philippines. Arrangements are now being made to ship the body back east for burial.

Norm Horner informs us that his car, a Chevrolet of very ancient vintage, is giving him considerable trouble of late, especially in the mornings when leaving for work. It seems the other morning, when Norm was about to leave home, the carburetor pile just wouldn't start. Norm proceeded to push the thing down the street, but without any success. After considerable waiting and fussing, some good Samaritan finally arrived on the scene and gave the old hack a push for some distance. Then it finally started, but not without damaging the other fellow's car which, by the way, was one of those nice 1947 models, a Buick, we believe. In pushing Norm's car, the Buick had its bumper guard pushed in. Nice going.

REAL ESTATE REPORTS

HERMAN KRAMER

Bertha Cunningham, wife of John Cunningham of the Lewis Street office, is on a year's leave of absence.

We extend our sympathy to Albert Lawson, right of way investigator, upon the passing of his mother.

Ann Manion is on vacation. We understand she is to take in the Notre Dame-Purdue game. Lucky gal!

Fred Vollmer, title officer, is spending some time in the Poco-nos recuperating.

The Title Bureau finally had their fluorescent lamps delivered and are now awaiting their installation.

PLANNING and ECONOMICS

NEWARK

Jack Meyer

Born a daughter, September 25, to Mr. and Mrs. Edward Strack. This is their third child and from all accounts mother and daughter are doing fine, but Ed has been on vacation since the arrival.

Another arrival, also a daughter, September 23, to Armando and Florence Bustamante. This is their first child and those who remember her can appreciate Florence's joy.

A welcome is extended to Edward S. Winkler who joined our group as a senior clerk on September 16 to take the place of Bill Henderson.

Once more resignations have cut our force—Lillian Russo on September 15 and Robert Lee on October 3. Bob left to take employment with the N. J. Bell Telephone Co. Best of luck to both of you.

We extend our sympathy to Louis Vena on the death of his grandmother on September 23.

Esther and Henry Petti recently had a vacation in the Poconos. Concrete was being poured for No. 611 in Pa., and the engineer and inspector stayed at their hotel. Henry talked shop most of the time.

Last but not least was the recent change in title of Vincent C. Berberich. Vince is now chief, Bureau of Planning Survey, instead of engineer-in-charge. Congrats.

TRENTON

F. M. Quinn

Benjamin T. Patterson returned on October 6 after a honeymoon tour of the Lake Champlain regions. We all wish the best of everything for Mr. and Mrs. Patterson. (In helping Pat with his "budget planning," the staff had to insist that butter is now 80¢—not 50¢, and eggs are 75¢—not 30¢.)

W. R. Bellis has found the home he wants—negotiations are now in progress.

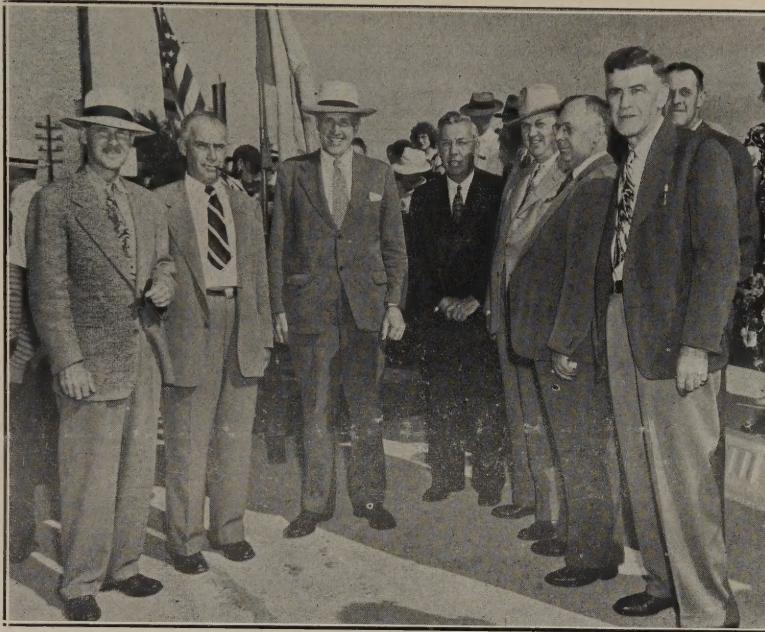
Tom Frascella is still talking about the many advantages of a vacation in the Poconos.

Len Dileo built a new "ranch-type" fence around his home. Those of us who have seen it offer congratulations on a "thing of beauty and an example of expert craftsmanship."

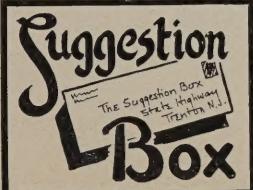
Sam Guidotti has enough remodeling projects started around home to keep him busy all winter.

Morton Gertel is currently occupied with military duties at Fort Dix.

A few weeks ago Johnny Jones loaned George Mendez his car. George took what he thought was the right car (the keys fit perfectly).



Many State Highway officials attended the opening of Routes 44 and 45 at Westville. Among those present were, from left: Charles Noble, State Highway engineer; Morris Goodkind, bridge engineer; Commissioner Miller; A. Lee Grover, (Senator Wene); Edward W. Kilpatrick, assistant State Highway engineer, and Chester A. Burn, deputy coordinator of construction. Behind Mr. Burn is Harold Jemison of the accounting division.



To: All State Highway Employees.
From: Commissioner Spencer Miller, Jr.
Subject: Employees Suggestion Plan.

This is your opportunity to receive recognition for your suggestions for the improvement of the services of the Highway Department.

The person doing a particular job is in a strategic position to de-

fend. Wright Poinsett, of the Department of Institutions and Agencies, reported his car stolen after finding it gone from the parking lot. The Staff Detective, being apprised of the facts, promptly solved the case. Noticing that a duplicate of Poinsett's car was still in the lot, and which belonged to Jones, the two men were called into conference. The police were called off, George came back with the car, and the smiles could only be measured by a yardstick. (Mendez still isn't convinced that the whole thing was not a gag.)

vice methods for its improvement. Departmental organizations have contributed toward cash awards and I hope to authorize Departmental cash awards for 1948 to those employees whose adopted suggestions result in improvement or greater economy in operations.

You may submit your suggestions to the Suggestion Committee, State House Annex, Trenton. Through it you are assured of the most careful review of your ideas.

Supervisory personnel are urged to encourage and assist employees to submit suggestions. The greater the participation in the Suggestion Plan by any division or office, the more efficient that group becomes. Supervisory personnel are requested to give full co-operation to the committee in the review of suggestions to the end that every suggestion may be processed without undue delay.

The Highway Department is one of the largest units of State government. Through your constructive suggestions you can help to make it the most efficient.

It is my sincere hope that each of you will take advantage of the opportunity granted you through the Departmental Suggestion Plan.

Don't Forget the
TEN YEAR CLUB
ANNUAL DINNER
On November 3

The entire Department mourns the passing of Clinton S. (Skipper) Bissell, who died at his home in Great Neck, Long Island, on October 2. Several members of the Bridge Division attended the funeral.

BRIDGE BRIEFS

GEO. HEFFERMAN

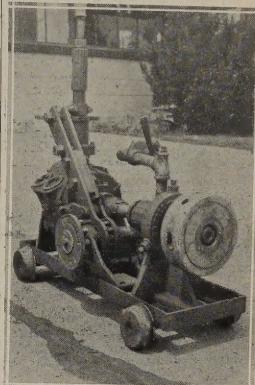
Everyone is looking forward with great anticipation to the Annual Ladies Night and election of officers of the Bridge Division Club, to be held at Cranbury Inn on Tuesday evening, October 28. There will be entertainment and dancing following the dinner.

BRIEFS: Fred Hunter and family vacationing in Virginia and North Carolina . . . Sven Hedin's house nearing completion with the inevitable housewarming . . . L. C. Petersen still the Division's top golfer . . . Loren Shortz getting in some October fishing in the upper Susquehanna . . . William Clow resigning from State service . . . Patrick McCullough on Route 44, Section 9-B with C. D. Weller . . . Bryson Bugbee lobbying his hobby—"Auctions" . . . John H. Patrick deep sea fishing . . . Mike Tristan crooning before an audience of 700 in New York City . . . The Division welcoming Hector MacQuarrie, a new bridge inspector.

Slick Sleuthing Solves Mystery Of Hydrauger

Valuable Equipment Recovered by Claims Investigator

A case that had baffled the Highway Department and the State Police for nearly three months was recently solved through the eagle sight of Richard A. Snyder of the Office of Compensation and Claims. It might well be titled, "The Case of the Missing Hydrauger." Briefly, it runs as follows:



On Monday, July 14, a truck belonging to the Electrical Division and carrying Charles Smith and Joseph Lynch, left Fernwood for Cliffwood in Monmouth County. These men had been working with the hydrauger on the installation of conduit on Route 35. This equipment, you will recall, is used for boring under concrete pavements so that the conduit can be run under the road without damaging the pavement.

On the previous Friday they had loaded the hydrauger and returned to Fernwood for the weekend. On Monday morning they took out their truck and returned to the job at Cliffwood only to find upon their arrival that they had no hydrauger and that the tailboard to the truck was missing.

A call to Fernwood disclosed that no one there had removed the equipment, and a retracing of their way failed to produce evidence of it in the roadway. This touched off an investigation by the Electrical Division who requested that a description of the hydrauger be teletyped to nearby states.

At a later date the Office of Compensation and Claims was brought in on the case and they in turn requested a full-scale investigation by the State Police. There followed several weeks of intensive questioning of all who could have access to the hydrauger and the placement of advertisements in many nearby newspapers. Finally, when these measures proved to be unsuccessful in uncovering the missing article, the case was closed as unsolved.

A month later, on September 30, Dick Snyder was riding along Route 33 past the farm of Jessie L. Boyce, near Trenton, when he spied something behind a hedge that aroused his suspicions. He stopped his car and discovered that the object of his attention was the missing hydrauger. Snyder immediately called Fernwood and notified superintendent Alcaid Wright, who came down and picked up the long lost piece of equipment, which to everyone's satisfaction was but slightly damaged. He also returned with the missing tailboard.

Mr. Boyce, the farmer, supplied the missing details. According to his statement, he discovered the hydrauger and tailboard lying in the highway about 8:30 a. m. on the morning of July 14 and dragged them up on his lawn. He felt that in this position they would readily be seen by passing motor vehicles and claimed by their owner.

Several days later, fearing that they might be picked up by a passing junk dealer, he dragged them behind the hedge. It was there that they were discovered by Snyder.

ATTENDED NATIONAL HIGHWAY CONFERENCE



New Jersey representatives at the recent American Association of State Highway Officials Conference in New York included among others the above gathering. From left they are: Cyril Wimpenny, office engineer; Allen Ely, soils engineer; E. E. Reed, supervisor of state-aid projects; Morris Goodkind, bridge engineer; Charles M. Noble, state highway engineer; Spencer Miller, Jr., commissioner; Frank Young, superintendent of equipment; Harry D. Robbins, construction engineer. This photo is reproduced through the courtesy of The Constructioneer.